Level crossings in Gujarat

428. SHRI RAJU PARMAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received some proposals for construction of level crossing from the State of Gujarat;

(b) if so, the details thereof, location-wise; and

(c) the number of level crossing selected for construction during the current year, location-wise and by when construction work would be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Yes, Sir.

(b) and (c) The following proposals have been received and their status is as under:—

(i) Provision of new level crossing between Saranpur and Botad Railway Stations at km. 168/9-8 Sabarmati-Botad section on Bhavnagar Division.

(ii) Provision of new level crossing at km 744/2-3 in Rajkot Station yard of Rajkot Division.

(iii) Construction of new manned level crossing at km. 746/3-4 between Rajkot and Khanderi Stations on Rajkot Okha section of Rajkot Division.

At the proposed two locations (i) & (iii) above, the State Government has demanded level crossings for crossing the newly constructed State Highway across the Railway line. Keeping in view the requirement of future traffic, the State Govt. has been advised to propose Road Over Bridges instead of level crossings.

Regarding item (ii) the Railway has been asked to develop proposal for cabin operated interlocked gate on deposit terms.

Signalling system

429. SHRI RAVULA CHANDRA SEKAR REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the All India Loco Running Staff Association has blamed the faulty system for Ghatnandur, Maharashtra accident on 3rd January, 2003;

(b) whether they have stated that line system used there is an outdated system and it gives scope for many errors; and

(c) if so, what action is being taken to instal modern signalling system to avoid accidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) to (c) The accident involving 7064 Secunderabad-Manmad Express and goods train on Secunderabad Division of South Central Railway on 3.1.2003, is inquired into by the commissioner of Railway Safety, South Central Circle. As per provisional findings in his preliminary report, the accident occurred due to 'Railway Staff Failure'.

Secunderabad-Manmad Express accident

430. SHRI P. PRABHAKAR REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Secunderabad-Manmad Express was involved in a head-on collision with a goods train last month;

(b) if so, the details thereof;

(c) whether the reasons for the accidents has been identified and if so, the details thereof; and

(d) whether it is proposed to install anti-collision device, as developed by the Konkan Railway, which is capable of preventing such accidents and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) to (c) No, Sir. There was a rear and collision between a stationary goods train and 7064 Secunderabad-Manmad Express on January 3, 2003 on Vikarabad-Parli section of South Central Railway, resulting into death of 20 persons and injuries to 72 persons. Commissioner of Railway Safety/South Central Circle, in his preliminary report, has concluded that the accident occurred due to "Failure of Railway Staff".

(d) Yes, Sir. Extended field trials of Anti Collision Device have been recently completed on Northern Railway.